

## INFORMATION REPORT

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17

50X1-HUM

DATE DISTR. : August 1948

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COUNTRY Germany (Russian Zone)

SUBJECT Railroad Traffic over the German-Polish Border

PLACE ACQUIRED

DATE OF INF

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH USE OF TRAINED INTELLIGENCE ANALYSTS

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1. Between 7 May and 19 June 1948, the following eastbound transports passed through Frankfurt/Oder:

No. of Trains	No. of Cars	Description of Transports	
74	2,841	Unspecified (closed cars)	
9	352	RR tracks and iron parts	
8	311	RR tank cars, guarded	
6	236	Cellulose	50X1-HUM
6	232	Automobiles, new	
8	319	New RR freight cars, loaded	
18	688	Lumber	
7	264	Soap products	
26	1,024	Iron masts, iron frames and beams, etc.	
17	659	Machines and machine parts, mostly crated	
8	326	Iron pipes and cable drums	
1	37	Iron plates	
8	306	Textiles *	
20	585	Military personnel going on furlough approx. 17,500 men, among them 1,100 EM and officers with black epaulets and artillery insignia	
2	73	68 Russian medium tanks, with crews	
1	34	60 anti-aircraft guns, camouflaged, estimated caliber 88 mm., 4 cars carrying crews	
11	434	Canned food *	
2	77	Horses	
7	267	Glassware *	
1	38	Civilians (women and children), allegedly Lithuanians	
2	83	Barracks parts	
2	77	Sugar and sweetmeats	
3	112	Cement	
1	39	Construction materials	
6	236	Large boilers and iron parts	
2	82	Paper goods *	
1	42	Winches and cable drums	

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\* Transports marked by an asterisk consisted mainly of closed cars whose content was given only insofar as it could be reliably determined.

EM and officers of the "leave trains" belonged to various branches of the service. Most of the men travelled without weapons.

The new RR freight cars, which were piled upon each other, are for 50X1-HUM the most part regular flat cars (Plattenwagen) which [redacted] have been built for the Russian RR gauge. There were also some small mine railway cars. Most of the cars were 50X1-HUM without wheels.

2. During the same period, i.e. between 7 May and 19 June, 236 empty trains returned from Russia and passed through Frankfurt/Oder on their way to Germany. In addition, the following westbound transports were observed:

a. Military Transports

Date	No. of Cars	Approx. No. of Men
9 May	29	700
11 May	29	900
13 May	29	700
16 May	28	650
18 May	27	900
20 May	26	700
22 May	28	600
25 May	29	500
27 May	28	550
29 May	29	500
1 June	28	600
3 June	28	500
5 June	28	500
8 June	29	700
11 June	28	850
12 June	30	900
15 June	30	1,000
17 June	30	700
19 June	30	1,000

b. Prisoner of War Transports

Date	No. of Cars	Approx. No. of Men
7 May	37	1,300
9 May	32	1,200
11 May	39	1,300
14 May	41	1,400
15 May	90	3,000
16 May	41	1,400
18 May	37	1,100
19 May	30	1,200
20 May	112	4,000
22 May	38	1,300
24 May	1 train	Number of cars and of men could not be determined
26 May	37	1,400
28 May	41	1,350
30 May	41	1,200
31 May	91	3,200
2 June	34	1,100

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Date	No. of Cars	Approx. No. of Men
3 June	39	1,400
7 June	34	1,200
8 June	38	1,300
9 June	78	3,200
10 June	32	1,100
12 June	35	1,350
14 June	37	1,500
16 June	36	1,300
18 June	78	2,800
19 June	32	1,100

The men of these transports were in much better physical shape and better dressed than returnees of previous transports.

3. Between 22 May and 27 June 1948, the following eastbound transports moved through Kuestrin-Kietz on their way to Insterburg:

No. of Trains	No. of Cars	Description of Transports
15	809	Scrap iron
14	750	Cement
6	325	Timber for mines
4	216	Sugar
2	106	Lumber
6	320	Barracks parts, made of wood
4	213	Barracks parts, made of metal
1	56	Grain, transport accompanied by guards
1	54	Machine parts
2	58	Officers, dependents, and much luggage

During the same period, 48 empty trains returned from the east and passed through Kuestrin-Kietz on their way to Germany.

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